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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 261 日五廿月二十年一十二精光 SATURDAY, FEBRUARY 8, 1896.

大拜禮 號八月二英港香

THIRTY DOLLARS
PER ANNUM.

ONE
THOUSAND
DOLLARS
European Subscribers to the
Hongkong Telegraph are, from
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SEE BELOW.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000
Reserve Fund \$5,000,000
Reserve Liability of Proprietors \$10,000,000

COURT OF DIRECTORS:
I. KRAMER, Esq., Chairman.
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CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
Shanghai—J. P. WARD, Esq.
LONDON BANKER—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 24th December, 1895. [11]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 per
Cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [13]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Subscribed Capital \$500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:
D. Gillies, Esq., Chairman.
H. Stoller, Esq., Deputy Chairman.
Chan Kit Shan, Esq.,
GEO. W. F. PLAYFAIR,
Chief Manager.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [7]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000
PAID-UP \$1,125,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the daily balance.

On New Fixed Deposits:
For 12 months 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
DEPOSITS RENEWED ON OLD TERMS.

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 18th December, 1895. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE FUND \$800,000
RESERVE FUND \$245,000

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the daily balance.

On Fixed Deposits for 12 months... 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [15]

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [14]

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

THE above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
etc. Policies granted to all parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 1, QUEEN'S ROAD WEST,
HONGKONG, 24th May, 1895. [147]

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL, TAIELS 600,000 } \$833,333-33
EQUAL TO }
RESERVE FUND \$318,000-00

BOARD OF DIRECTORS:
LEE SHU, Esq., LO YUEN MOON, Esq.,
LOU TAO SHU, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, etc., taken
at CURRENT RATES to all parts of the
World.

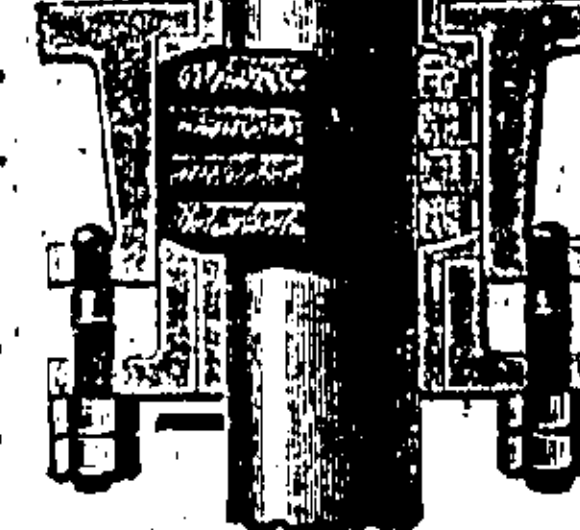
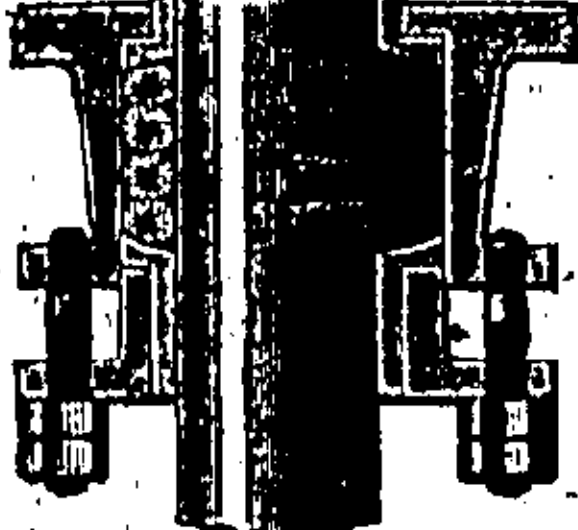
HEAD OFFICE, 5 & 6, PRINCE STREET,
HONGKONG, 17th October, 1895. [169]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

Sole Eastern Agents for



BELL'S ASBESTOS BOILER COMPOSITION
HAS BEEN PROVED TO BE THE BEST AT PRESENT USED IN THE EAST.

ESTIMATES GIVEN FOR COVERING ANY CLASS OF WORK.

W. JACKSON, Manager.

Hongkong, 29th January, 1896. [30]

THE CLUB HOTEL, 5, BUND, YOKOHAMA. HOTEL METROPOLE, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Super-
vision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT
Experienced English maîtres in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [160]

JASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHIELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

NOISELESS.

SMOKELESS.

AT H.K. HOTEL.

MONTHLY RATE FOR

MEALS

AT H.K. HOTEL.

ALL 3 MEALS

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3 min. 53 sec. to complete the journey, and getting through the last mile in 38 sec. They were not hard ridden, and Bellman finished with lots left in him. One of the most interesting gallops was the mile done by the same popular owner's Bellinger and Torchlight, the former getting the better of his companion and finishing strong. Mr. Buxey's Comet greatly disappointed me to-day. He was called upon to negotiate 1 mile, and was joined at the mile post by Ambassador. It was plain from the start that Comet was not going to put up a record for himself, but I was not prepared to see him finish as badly as he did. Unless this pony improves rapidly I shall have to erase his name from my list of "Derby possibilities." I am sorry for this because Mr. Buxey deserves better luck, and to add to his misfortunes one of the best of his string, Mystery, is still much "off colour," and was perturbed in blankets this morning. It's a long road that has no turning, though, and may be Mr. Buxey will yet be able to get a Derby candidate in the post. In good faith, Mr. Master, you, accompanied by Caesar, went along in A. form for 1 mile in 35, 1.11, 1.43, 2.17 and 2.51, finishing strong, and getting over the mile in better time, by 1 sec. than Straightforward, who was powered with Mayberry. Pleasant going and looking well, and as I have not yet seen him properly extended I am inclined to think, judging by what he has done up to date, he will be hard to beat when some of the "fall" events are contested.

One mile and a quarter is the distance which Despatch (Mr. Taylor) and Borderer (Captain Redcliffe in the pink) galloped. Despatch got off with a good lead, but Borderer, who was in the lead, overhauled Despatch and won the "paw" in a common canter. Shortly after this performance Mr. J. D. Humphreys' Variation and Visitation II came out for a constitutional, the former (with Mr. Hart-Buck in the saddle) making the favourable reputation he has made for himself, and the latter going very resolutely throughout. I may be wrong about the grey. Perhaps it was Velocite Odious that I mistook for Visitation II; but in any case, whichever it was, he certainly got over the ground in good style and finished excellently. Diabolite (Mr. M. Jones) and The Sifter (piloted by Mr. Midwood) were among the number that went in company over the Derby course. Their time was 41, 1.27, 1.58, 2.45, 3.12 and 3.46. Mr. Jones also rode Seaway, accompanied by Scandal (Mr. Midwood) over the Derby course. Scandal won the paw easily, his last quarter being done in 34 seconds.

In conclusion, I may as well mention that Sinner was sent out for a stiff row and came in sweating and blowing and looking fairly "cooked." It is to be hoped there is nothing wrong with this grand little stayer, but I'm bound to say I don't like his finish, neither did I consider that he went kindly. I was glad to see Mr. Noble out with his rifle, and to find more see Mr. Hough on the course, and mounted on a shining grey Australian pony. It reminded me of old times to see this popular horseman in training rig once more, and others, too, for as soon as he appeared on his mount almost everybody exclaimed—"Hello! There's old Hough in the saddle again."

Clockings are as follow:—
Colonel The O'Connell's Albany, 34, 1.03, 1.45, 2.19, 2.59, 3.30.
Newman's Standard, 35, 1.14, 1.51, 2.31, 3.09, 3.45, 4.19.
do. Komatsu, 35, 1.14, 1.51, 2.31, 3.09, 3.45, 4.19.
Alexander and Taylor's Grey, 30, 1.10, 1.45, 2.19, 2.54, 3.29, 3.57.
do. Kingscote, 34, 1.10, 1.45, 2.19, 2.57.
George's Fox, 35, 1.15, 1.56, 2.32, 3.04.
Humphreys' Variation, 34, 1.03, 1.45, 2.19, 2.57.
Buxey's Sorcerer, 34, 1.04, 1.40, 2.15, 2.53, 3.30.
do. Planet, 35, 1.10, 1.48, 2.25.
John Peel's Bellman, 34, 1.07, 1.41, 2.16, 2.56.
do. Bluebell, 34, 1.07, 1.41, 2.16, 2.56.
Alexander and Taylor's Son of a Gun, 34, 1.13, 1.50, 2.22, 2.58.
Lord Conyngham's Monte Carlo, 34, 1.13, 1.50, 2.22, 2.58.
Boyd's Donboyne, 39, 1.15, 1.52, 2.34, 3.10, 3.45.
John Peel's Bellinger, 34, 1.10, 1.45, 2.22.
do. Tantalus, 35, 1.10, 1.45, 2.22.
Fourman's Sifter, 37, 1.15, 1.52, 2.34, 3.10, 3.45.
Alexander and Taylor's Komatsu, 35, 1.07, 1.43, 2.18, 2.53, 3.28.
Buxey's Comet, 35, 1.11, 1.45, 2.19, 2.57, 3.35.
Buxey's Ambassador, 34, 1.16, 1.54, 2.24.
Chancery's Despatch, 34, 1.07, 1.44, 2.21, 2.57.
Power and Conyngham's Borderer, 34, 1.10, 1.45, 2.22, 2.57.
John Peel's Pineapple, 35, 1.11, 1.43, 2.17, 2.51.
Tierce's Bantam, 34, 1.10, 1.48, 2.28.
Buxey's Mayberry, 34, 1.07, 1.43, 2.18.
Arnold's Straightforward, 34, 1.07, 1.43, 2.18.
Fourman's Sep 7, 37, 1.14, 1.46, 2.22, 2.59, 3.33.
do. Scandal, 37, 1.14, 1.46, 2.22, 2.59, 3.33.
Humphreys' Voltiger, 34, 1.11, 1.49.
John Peel's Heatherbell, 34, 1.06, 1.40, 2.16, 2.54.
do. The Lady, 34, 1.06, 1.41, 2.18, 3.01.
Peter-Paul's Leonidas, 44, 1.25, 2.01, 2.38, 3.15, 3.50.
Buxey's Lightheart, 35, 1.10, 1.45, 2.21.
Dartford's Spartan, 35, 1.10, 1.45, 2.26.
Taylor's Diabolite, 34, 1.10, 1.45, 2.26.
Nugent's The Sifter, 37, 1.12, 1.50, 2.30.
Childwick's Besique, 36, 1.14, 1.46, 2.25.
E. & O. E.

Hongkong, 8th February, 1896.
EARLY BIRD.

THE ANNEXATION OF ASHANTI.

The announcement made by Sir Francis Scott that the campaign against King Prempeh will be followed by annexation, and not by the mere establishment of a Protectorate, agrees with the requirements of the situation. Had this darkly potentate submitted to Governor Maxwell's ultimatum, we should have had some assurance of his resolve to turn over a new leaf. But his open defiance of British authority, month after month, shows very clearly that he is determined to persevere with his scheme of unifying all the Ashanti tribes for fighting purposes. It is one of our imperial troubles to occasionally come into contact with monarchs incapable of perceiving the wrong in their own conduct, and when, as in the case of King Thebe, they adopt and maintain a menacing attitude, annexation becomes imperative. Prempeh has been given many chances of putting himself right with the Colonial Office. He would not have even been required to accept a Protectorate had he conformed to our demand for freedom of trade with the hinterland. But when he obstinately continued to throw every impediment in the way of internal commerce, while at the same time violating his promise to abolish human sacrifices, there could be no question that he challenged a trial of strength. Even then, however, Governor Maxwell would have been content with the establishment of a British Residency at Kumasi; that was the governing condition of his ultimatum. But that offer being spurned, and this country having been put to large expense for a military expedition, annexation follows as a matter of course. From what is known of Mr. Maxwell and Sir Francis Scott, it may be safely accepted that this too long delayed work will be carried out with every regard to the prescriptions of humanity.—*London Globe.*

MARK TWAIN IN AUSTRALIA.

THE GREAT HUMORIST INTERVIEWED.

I went to interview him at his hotel and, sending up my card, received the reply:—"Mark Twain is in bed, tired, and likes it so much that he is going to stay there all day." But I caught him next time, says the Sydney *Rolling Stone* interviewer, who was one of the last to have a chat with the great humorist before he left Sydney on his way to India.

He sat up in his chair and said: "Max O'Rell, like some other hating globe-trotters, has written a book on Australia—no he hasn't. He forms decisions, conclusions, quicker than I. He has been going about for, say, 10 or 12 years, whereas I have been travelling, and watching, and listening—waiting for each subtle sense of suggestion—since I was 14. Now I am 60. How could he, or I, or anyone, form glances snatched in a fleeting passage, hope to divine what is real, what is fundamental in the character of this young nation? I have caught at all impressions—more impressions—just as a bird would skim over a forest—but what could that bird learn of the life and spirit underneath?"

"I would not like to say what I think is my best book, for I like them all; and I could not say what I think is my worst, for I don't think there is one of them like that. But the book of mine which gave me the greatest pleasure is 'Huckleberry Finn,' because, years after I had written it, and long after it had been wholly erased from the pages of my memory, I took it up and read it to my daughter, who was ill. It was new to her; it was new to me. As the reading proceeded, I didn't know what to expect—a surprise came as a genuine surprise—a genuine pleasure.

"The books which gave me the hardest time to write were 'Tom Sawyer' and 'The Prince and the Pauper.' In the middle of both I came to a dead stop—a blank wall. Couldn't get on at all; rooted round a long time. I couldn't think of incidents, ideas, or words. I couldn't write. Gave it up—gave it up for twelve months. Came back then with the tank full, broke down the wall, story flowed on. The other books were written fairly easy—working day by day, from 11 to 3 five days a week—leaving the work up, necessary, afterwards—and always keeping Saturday and Sunday sacred. 'The Yankee at the Court of King Arthur' was as easy as any. 'Life on the Mississippi' is my biography; it is a collection of facts. As I have shown in that book, it is as tedious as the memory can bear. When I ceased writing and started reporting I could go all day, remembering everything. And when I brought my pen to rest, I found I had it all in my mind—every trifling detail, every figure. I had only to empty it out. But as the fashion was for reporters to use note-books, I took up with one, and the first time I put a note down in that note-book I wrote the death-sentence of my memory."

"As to his ghostly story of the corpse-walker in the dead-house, Twain couldn't recall it at all. It was new to him, he said, that story of the thumb-print; of the murderer being brought in a state of trance into the dead-house, waking up amid corpses, cold and horrors, and seeing in front of him during three hours of dying the avenger holding the brandy, and torturing his foe.

"But my books are all founded on facts; every character was a living being; every incident or germ of that incident had occurred; every plot had actually grown, or nearly grown, within my experience. There was selection, grouping, blending, and in writing, I took his life as it lived actually; day and night, day and night. I'd go to bed, but they'd stay up talking, talking, talking—acting, acting, acting; always in talking—spelling my sleep, yet never doing or saying anything that was rational or valuable or even useable.

"I read very little fiction; I read history and biography. I think 'For the term of his Natural Life' is the finest Australian novel, and Gabbett, the cannibal, as strongly drawn a character as I ever met. But what gave me the greatest pleasure in reading that book was that all the time I felt that I was reading history. And the chief charm of Louis Becke's stories for me is that the author seems to be chronicling facts and incidents he has seen—things he's lived among, and knows all about. I've noticed that Charles Reade, in writing about anything he's witnessed or felt, does it with remarkable success, but when he gets his matter second-hand he makes a awful botch of it. I don't remember a book like this particular very long, and gradually everything of it fades out of my mind.

"It is not true that owing to my lack of humor I was once discharged from a humorous publication. It's an event that could very likely happen were I on the staff of a humorous paper—but then I'd never get into a fix like that. I'd never undertake to be humorous by contract. If I wanted my worst enemy to be racked I'd make him the editor of a comic paper. For me there must be contrast for humorous effect. I must have a serious background; I'd let my contribution go into the undertone of a paper, as London *Times*. Set a diamond upon a ball of clay; you'd have it glitened.

"Dreams are more vivid than realities. The dreamer sits beside his glass of wine and accidentally causing it to begin falling lives seventy years, then stops his wine falling—drinks. Give Zola's 'Downfall' to the day's imagination! How feeble the reproduction of those blood-stained photographs of war's horror! But at dead of night, when the reason is locked in the section of oblivion, how the dreamer's imagination flashes upon the sensitive part of the mind, armies, charges, battle scenes and incidents, perfect, horrible, magnificent.

I found him waiting, sitting in a chair. Fact is I dropped off to sleep—getting so tired watching that man mount those steps. That's my only apparition, and he's genuine.

"I have a passion for the theatre, but seldom gratify it, for whenever I go there I am sure to be someone before, or behind, or beside me who is talking loudly to his neighbour and ruining my pleasure. It is the same in America, in England, in Australia. There is always the human beast that talks; that is destitute of every artistic feeling, and of every sympathy with artistic feeling. Often have I thought of Sir Walter Raleigh's peaceful happiness in golf; often have I thought it a blither thing that a man must first exterminate a talker in a theatre, must become a criminal in order to gain seclusion.

"Twain listened to a story of a Queensland whaler, attending the second last farewell lecture in Sydney, was disappointed at Twain having travelled nine hours in a train on a scorching day and being too tired to lecture well. The Queensland whaler said:—"I've come 3,000 miles to hear that man, and, bless me, if the boat hasn't taken all the gas out of him." Replied Twain:—"He was right to be disappointed; I have always found that whenever an audience is not pleased with me it's my fault or my manager's. Always. I have been delighted with my Australian audiences."

ODDS AND ENDS.

A gallon of water weighs 10 lbs.
The average sunshine of London is only 20 hours per week.

Windsor Castle has been used for a royal residence 784 years.
One man makes a fortune to eight that become bankrupt in England.

Roll of paper 7 1/2 wide and 14 miles long have been made, the completed roll weighing over 20 lbs.

The highest waterfall in the world is Chocoma, Cascade at Yosemite, California, which is 2,634 ft. high—just half a mile.

Three pounds is the average weight of an ostrich egg, and its contents are equal to those of 200 twenty-four hen's eggs.

Russia produced 27,500,000 pounds of petroleum in 1894, a falling off of over 27,000,000 from 1893. A good is 36 pounds.

Water in which borax has been dissolved is excellent to wash all kinds of lace, also woollen goods, cashmeres and blankets.

When the bottom of the ocean is bad an ocean cable will frequently last only three or four years, but on good bottom wire taken up after 20 years has been found almost as good as new.

A French geographical society proposes to divide the face of the clock into 10 hours of 10 minutes and 10 seconds each. This is to make time uniform with the decimal system, or count by tens.

A newspaper has just been started in Yankee land which is printed on a postal card. The first number has four illustrations, a comic strip, a few jokes and puzzles, and some advertisements.

Prizes have been awarded for plans to develop 20,000 horse-power from the River Rhone, on the Canal du Tonage, to supply the town of Lyons with electricity for lighting and industrial power purposes.

The following is a simple remedy for nettle-rash and insect-bites—Dissolve a small quantity of menthol in alcohol, and apply to the spots as a lotion. This preparation is said to be equally efficacious for insect-bites.

The Dutch are the largest consumers of tobacco. In 1893 the consumption in Holland and Belgium was 84 ounces to each inhabitant. Next comes Switzerland with 82 ounces; Brazil and Turkey follow with 70 each.

Two Belgian physicians, as the result of their consultations, have come to the conclusion that widows and widowers are more liable to consumption than either married people or people who have never been married.

In California it has been found that peach stones, but as well as the best coal, and give more heat in proportion to weight. The stones taken out of the fruit that is lined up dried are collected and sold at the rate of £3 per ton.

Engravings can be copied on ferro-cyanide or blue paper without detaching the leaf from the book or damaging them in any way, by simply making the original transparent with a soaking of benzine. This dries off and leaves the book as good as ever afterwards.

Dr. Lewis, physician, reports that Lavarra's malaria cure is nothing but an altered white blot; the vitality of which is impaired or crippled by malarious fever. Quinine restores the vitality and renders the cell vigorous again. This explains the action of the drug in reducing the malarial spleen, and also, probably, its tonic action.

The leaves of the guava-percha tree are now being utilized to obtain supplies in place of the paper of sacrificing the tree itself. The guava-percha is a tree which grows in great quantities. A tree twelve feet or more in girth when cut down only yields as much gum as two leaf pluckings produce without permanent injury.

Probably the oldest book in the world is the Papyrus Prieze, one of the treasured possessions of the great National Library in Paris. The document was found by Prieze in a tomb in Thebes, which contained also a mummy of the first Theban dynasty. This circumstance alone shows that the book is at least 3,000 years old.

Two centuries before Christ a second examination shows that it really belongs to much earlier age, namely, the time of King Assa. The title reads—"Injunctions of the Lord. Preface: Pish-Hitep, who lived in the time of Assa, the King of the North and the South." Chronology places this Assa at about 3,350 B.C., and to this age it would seem that this book belongs.

A Chinese thug's dodge which is perhaps noteworthy is mentioned by Beck in his *History of Iron*. When a cast-iron bar has a crack or hole in it, the place is ground, cleaned, and smoothed by rubbing with a brick. A crucible, often no bigger than a thimble, is then filled with pig iron, and this is melted in an oven or furnace about 5 ft. high and the same width. The fluid iron is poured into a piece of felt held in the thug's left hand. The pig iron has previously been bent up top corner, so that it will be applied from inside and squeezed through the aperture. With a second piece of felt the metal that oozes through is smoothed, coaxed, and patted till the pot is saved again. The very thin cast pot used in China are mended in this way.

An ingenious method has been adopted by an American investigator in finding the "curve of the knee" for a body moving on water and air. A block of ice was placed in a moving current of water, one end of the block being fixed. By this means the path that the block took under the influence of the current was traced, and the shape finally assumed was taken to represent that adapted for swift propulsion through the water, similarly to a ship. Hot-air currents performed the same office for wax models as the hot water did for the ice. A rectangular block of ice 9 in. square and 24 in. long was reduced to a block about 1 1/2 in. wide and 1 1/2 in. high, and the stream was found to be curved towards the stream line the most.

keel, was, however, brought to meet the stem end of the deck by a very decided cutting away, leaving the stem rounded in profile. The pull on the keel was reduced from 6 lb. to 1 lb. by the alteration in shape. Hot air reduced the wax to the shape of a minnow.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, February 8th.

Mr. Erich Georg in his *Weekly Share List* issued at noon to-day states:—

Although a little more business has been done during the week under review, rates have not undergone much change; in most cases, however, the market closes firm.

BANK SHARES.—A small cash business has been transacted in Hongkong and Shanghai at 18 1/2 and 18 3/4 per cent. prem., and at the latter rate a few shares are on offer, also on time at corresponding rates. The London quotation is 4 1/2 per cent. Nothing has been done in either National or Bank of China and Japan shares. **INSURANCE SHARES.**—China Traders have been in good demand, resulting in sales at 7 1/2 and 7 3/4, and more are wanted at the latter rate. A few small lots of North-China sold at 11 1/2, 2 1/2, and a few Yangtze at 11 1/2 to 11 3/4, market closing firm. A fair number of Straits changed owners at 3 1/2, but few shares seem to be on offer at that rate. Unions and Cantons without business.

FIRE INSURANCE SHARES.—Hongkong Fire sold at 25 1/2 for cash, and at 25 3/4 for delivery on 30th April; the market closing quiet, and I note the cash rate better than 25 1/2. This Company has now issued the report for 1894, and shows a profit of \$3,503.93, which sum the General Managers propose to dispose of as follows:—A bonus to contributing shareholders, \$20,103.93, and a dividend to shareholders of \$9.05 per share, amounting to the balance of \$72,400. 1895 account shows a substantial increase, the balance at credit of working account being \$305,712.64. China Fire has been sold at 3 1/2, and close quiet. Comparing the accounts of the local companies for 1894 and 1895, I arrive at the following figures:—

HONGKONG FIRE INSURANCE COMPANY.			
Total Income from premium, salvage, &c., less reinsurance.	1893.	1894.	
Income from premium, salvage, &c., less reinsurance.	\$170,383.10	\$307,063.07	
Losses paid.	368,202.35	235,800.85	
Income as above.	72.14 %	76.79 %	
Commission.	127,113.48	106,543.10	
Income as above.	44.90	34.70	
Paid to contributing shareholders.	19,241.02	20,103.93	
Income from interest.	116,057.75	114,794.22	
Dividends paid.	14,000 p.s.	9,05 p.s.	
Commission.	43,985.54	44,417.01	
Income as above.	20.29	19.90	
Paid to contributing shareholders.	27,915.00	19,178.26	
Income from interest.	97,064.20	90,902.43	
Dividend paid.	600 p.s.	4,000 p.s.	
Commission.	85,313.95	222,006.30	
Income as above.	39.31 %	91.62 %	
Commission.	43,985.54	44,417.01	
Income as above.	20.29	19.90	
Paid to contributing shareholders.	27,915.00	19,178.26	

CHINA FIRE INSURANCE COMPANY.
Total Income from premium, salvage, &c., less reinsurance. 1893. 1894.
Income from premium, salvage, &c., less reinsurance. \$115,793.10 \$243,292.39
Losses paid. 85,313.95 222,006.30
Income as above. 39.31 % 91.62 %
Commission. 43,985.54 44,417.01
Income as above. 20.29 " 19.90 "

SHIPPING AND MAIL NEWS.
MAILS DUE:
English (*Miraflores*) 10th inst.
German (*Prinz Heinrich*) 10th inst.
Indian (*Catherine Apier*) 11th inst.
American (*Papa*) 11th inst.
American (*Coffin*) 15th inst.
Canadian (*Empress of Japan*) 26th inst.
American (*Doris*) 29th inst.

THE CHINA MUTUAL S.N. Co.'s steamer *Pingyung*, from Glasgow and Liverpool, passed the Canal this afternoon, and may be considered due at Singapore on or about the 26th inst.

SHIPPING RETURNS.
From 5 p.m. yesterday to 5 p.m. to-day.
ARRIVALS.
Patrach from Saigon.
Thais from Coast Ports.
Prosper from Moji.
Kashig from Canton.
Trinidad from Canton.
Ellis from Albany.
Aggregating 5,345 tons register.

DEPARTURES.
Dunsmuir to Steamer, for Singapore.
Selwa to Moji.
Isawa to Yokohama.
Sabina Richman to Canton.
Prohrib to Singapore.
China to America.
Kashig to Shanghai.
Bombay to Japan.
Irma to Shanghai.
Aggregating 12,917 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.
Chow in Kowloon Dock.
Colombo " " " "
Empress of India " " " "
Kong Beng " " " "
Namod " " " "
Rhodora " Cosmopolitan " "
Osang " " " "
Rupin " Aberdeen " "
Strathdon " " " "

The German steamer *Romulus*, from Moji with coals, rescued four Chinese fishermen from a water-logged junk off Breaker Point, on the 5th inst., and brought them to Hongkong.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marrasmus*, and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried Scott's Emulsion in cases of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., etc., 143 Grafton Road, Bermuda.

Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.

THE DEFENCE OF CANADA.
The Great Lakes and the St. Lawrence form a barrier between Central Canada and the United States, but the eastern provinces and Western Canada have neither natural barriers nor fortifications. With the exception of Halifax, and a small fort at St. John, New Brunswick, there are practically no fortifications in Canada. Arrangements, however, are now being made between the Imperial and Canadian Governments for the erection of fortifications on the Pacific coast, which will be garrisoned by Imperial troops.

In addition to the troops maintained by the Imperial Government—the strength of which was reduced in the year 1871 to 2,000 men, forming the garrison of the fortress of Halifax, considered an Imperial Station—Canada has a large volunteer militia force. By the terms of the Act passed in March 1868 the militia consists of all male British subjects between 18 and 60, who may be called out to serve in four classes—namely, first class, 18 to 40, unmarried; 2nd, from 40 to 45, unmarried; 3rd, 18 to 45, married; 4th, 45 to 60. The militia is divided into an active and a reserve force. The active includes the volunteer and the marine militia. The active militia consists of those who voluntarily enlist to serve in the same, or men balloted, or in part of both. The marine militia is made up of persons whose usual occupation is on sailing or steam craft navigating the waters of the Dominion. The active militia serve for three years. The city corps are trained for 12 days annually at their headquarters, and the rural corps for the same period biennially in camps of exercise in the respective districts. Efforts are being made to induce the Government to have the whole force drilled annually. The reserve militia consists of the whole of the men between the ages of 18 and 60 not serving in the active militia of the time being, with certain exemptions. The number of men to be drilled annually is limited to 45,000, and the period of drill is 16 days every year. The establishment of the active militia for the year 1895 amounted to 33,968 officers and men, comprising 9 regiments, 1 squadron, 3 troops of cavalry; 1 brigade, 15 batteries of field artillery; 5 battalions, 9 companies of garrison artillery; 2 companies of engineers, and 92 battalions, 6 companies of infantry. The permanent corps, combined with which are schools of instruction, consists of the Royal Canadian Dragoons (3 troops), Royal Canadian Artillery (3 batteries) and the Royal Canadian Regiment of Infantry (4 companies). The establishment is 10,000 men of all ranks.

There is also a Royal Military College at Kingston, founded in 1875, since which time 77 cadets have been gazetted to commissions in the Imperial army. The officer commanding the militia is appointed for five years, and during appointment holds the rank of Major-General in the militia; he must be on the active service list of the Imperial army, and of not lower rank than Colonel in the same. The Dominion is divided into twelve military districts, as follows, viz. Ontario into four, Quebec three, Nova Scotia one, New Brunswick one, Manitoba, the Territories and Keweenaw one, Prince Edward Island one, and British Columbia one, each district being commanded by a Deputy Adjutant-General, whose appointment is permanent. A small arms ammunition factory is in operation at Quebec. There is at present no active marine militia, the naval defences of the country being looked after by the Imperial authorities. According to the Navy List twelve ships are on the North America and West India Stations, besides eight others on the North Pacific Station.

THE STEAMSHIP "VICTORIA."
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.
The above steamer having arrived, Consignees of Cargo are hereby informed that their Goods are hereby landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-MORROW.
No Claims against the Steamer must be presented to the Underwriter on or before the 11th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.
Hongkong, 4th February, 1896. [235]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA."
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.
The above steamer having arrived, Consignees of Cargo are hereby informed that their Goods are hereby landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-MORROW.
No Claims against the Steamer must be presented to the Underwriter on or before the 11th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, 3rd February, 1896. [236]

THE DEFENCE OF CANADA.

NOTICE.

I HAVE This Day Established myself as SHIP AND GENERAL BROKER. C. P. KARBERG. Hongkong, 1st February, 1896. [244]

NOTICE.

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING, HONGKONG. I HAVE associated Mr. WILLIAM HENRY WALKER as ACTING-SURVEYOR to the above SOCIETY during my Temporary Absence from the Colony.

ANDREW JOHNSTON, Surveyor to Lloyd's Register of British and Foreign Shipping. 9, Praya Central, Hongkong, 6th February, 1896. [242]

NOTICE.

IT is hereby notified that, with the consent of the SHAREHOLDERS, the PARTNERS constituting the CHAP YIK COMPANY have DISSOLVED PARTNERSHIP and that the Steamers Chartered by the CHAP YIK COMPANY, namely,

Intimations.

POSTAGE STAMPS.

NOW READY - R. Hall Price List No. 3 of ASIATIC STAMPS. Price 25 cents (Cost refunded to Purchasers of \$5 and above). Wholesale List and List of Cheap Sets free on application.

Cheap Packs of STAMPS from 75 cents to \$12 per Pack.

Wanted USED and UNUSED STAMPS, especially Asiatic. Purchasing List free on application.

Approval Stamps sent on receipt of satisfactory reference or cash deposit of \$10.

C. A. RIBEIRO & Co.,
No. 43, Raffles Place,
Singapore.

182]

JUST LANDED
FRENCH CONFECTIONERY.

Crystallized Fruits, Baked Almonds,
Coccones, Almonds Flots,
Apricotines, Marzipan Almonds,
&c., &c.
CANDY'S CHOCOLATE CRUMES -
Vanilla - Cakes, Honey Cakes, Caramels,
Nougat Flache, Pineapple Chocolate,
Chocolate Walnut,
Plush Bagg, Plush Boxes and Fancy Boxes,
&c., &c.
"TANSAN" the New Japanese Table-Water
which contains 8 per cent. more iron carbonate
than that from any other Chalybeate Spring.

FLETCHER & Co.,
"THE PHARMACY,"
23, Queen's Road Central,
Hongkong, 10th October, 1895. [48]

MR. CHADWICK KEW,
(LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No.
62, QUEEN'S ROAD CENTRAL, a few
doors from Messrs. GAFF & Co.

Teeth filled permanently, from \$1.00 upwards.
CROWN and BRIDGEWORK inserted and TEETH
EXTRACTED.

PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [35]

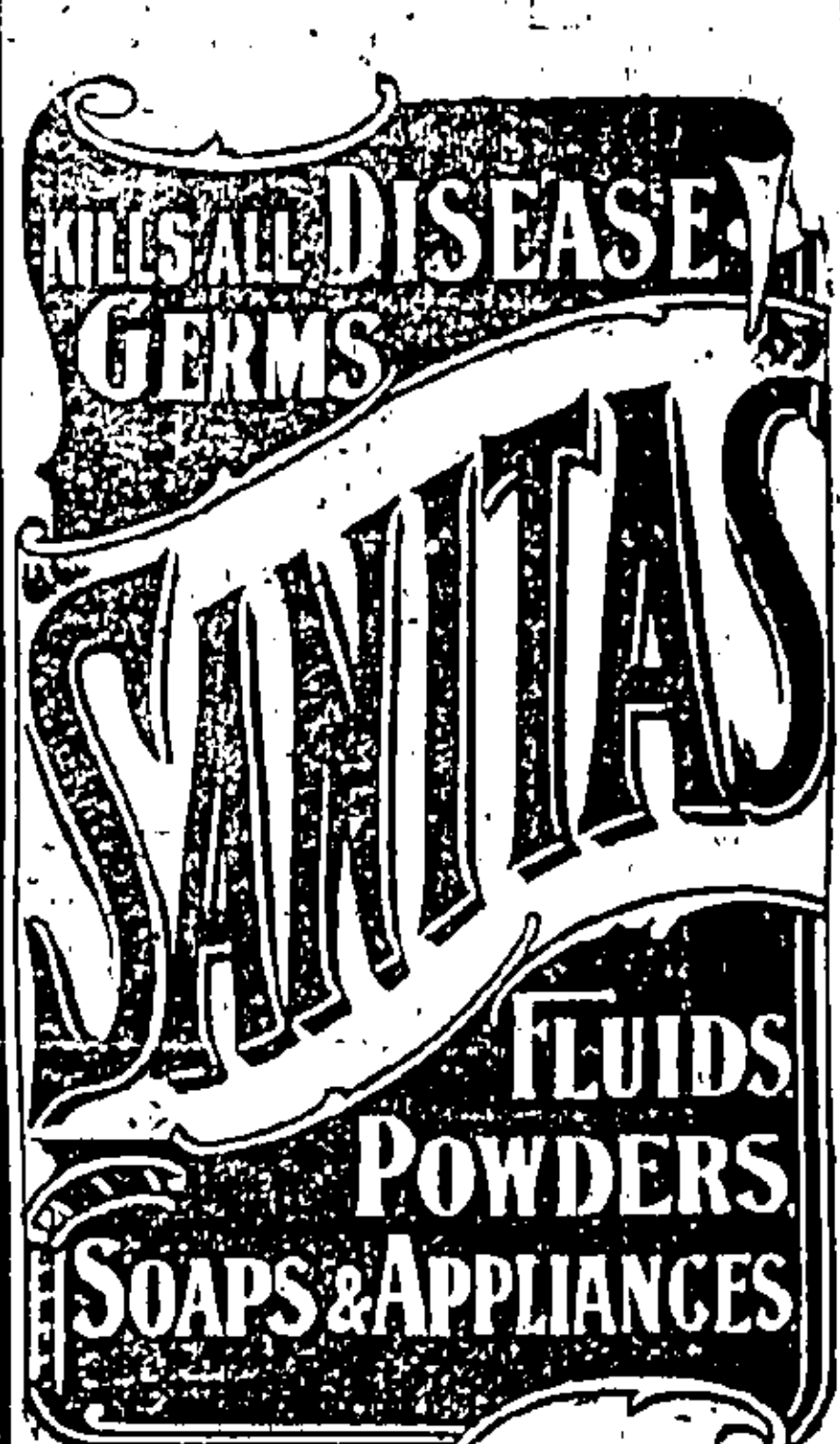
TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board Ship.

We are the only Water-Boat Company in
Hongkong exclusively Supplying FILTERED
WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOT CO.,
18, Praya Central.

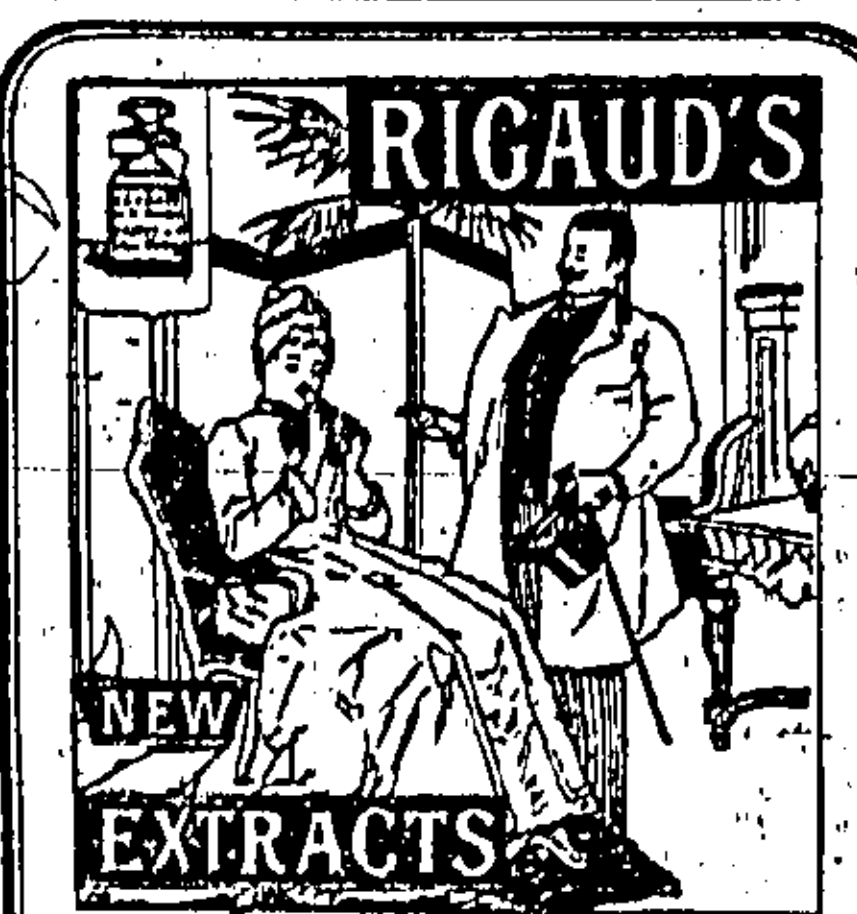
Hongkong, 7th October, 1895. [36]

The Most Perfect
Disinfectant
Known to Science.

**Fragrant,
Non-Poisonous**
Does not Stain or Corrode.

"I consider the 'Santitas' preparations to be
excellent, and I use them in my own house."
(SIR) CHARLES A. CAMERON, M.D.,
F.R.S.C.I., &c.
Vice-President College of Surgeons, Ireland,
Medical Officer of Health for Dublin.

Pamphlet will be sent free on application
to the Office of this paper, or to
GIBB, LIVINGSTON & CO.,
HONG KONG.



Sweet Scents from flowers,
RIGAUD'S WHITE VIOLETS,
RIGAUD'S WHITE ROSE,
RIGAUD'S WHITE JASMIN,
RIGAUD'S WHITE LILAC,
RIGAUD'S WHITE IRIS.
RIGAUD & Co., PERFUMERS, Paris

Intimations.

SOCIETE FRANÇAISE DES EXPLOSIFS, 7, RUE D'ITALIE, PARIS.

DYNAMITE

No. 1 Blasting Gelatin,
No. 1 Dynamite,
Gelatin Dynamite,
Golgulite,
Detonators,
and all necessary appliances
can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Apply to JOHN D. HUTCHISON, Esq., HONG KONG.
Agent for M. OPPENHEIMER & Co., PARIS.

Amusements.

THEATRE ROYAL

CITY HALL.

Under the Distinguished Patronage of
His Excellency THE GOVERNOR.

CONCERT BY
SIGNORINA VICTORIA FERRY.

Assisted by
SEVERAL LEADING AMATEURS.

TUESDAY, the 11th February, 1896,
AT 9.15 P.M.

SERPENTINE DANCES.

SEATS can be booked at Messrs KELLY &
WALSH'S, L.

PRICES AS USUAL.
Hongkong, 3rd February, 1896. [257]

Shipping.

STEAMERS.

THE Steamship

"PEIYANG,"
Captain Th. Lehmann, will be despatched for the
above Port on TUESDAY, the 11th instant, at 4 P.M.

For Freight or Passage, apply to
SIMPSON & Co.,
Hongkong, 7th February, 1896. [202]

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON,
VIA SUEZ CANAL.

THE Steamship

"GLENESK,"
Captain W. Water, will be despatched as above
on TUESDAY, the 11th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th February, 1896. [109]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"RADNORSHIRE,"
Captain Davies, R.N.R., will be despatched as
above on or about TUESDAY, the 11th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd February, 1896. [251]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"
Captain Bait, will be despatched as above on
WEDNESDAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th February, 1896. [283]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA TERESA,"
will leave for the above places on or about
THURSDAY, the 13th instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, 4th February, 1896. [281]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"TAIYUAN,"
R. Nelson, Commander, will be despatched on
TUESDAY, the 11th instant, at 3 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th February, 1896. [277]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PORT ADELAIDE,"
will be despatched about 21st February.

S.S. "CHAZEE"
will be despatched about 4th March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 5th February, 1896. [278]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"NERITE,"
Captain W. Daniel, will be despatched as above
on or about SATURDAY, the 22nd instant.

To be followed by the Company's Steamship
"SPONDILUS,"
which will be despatched for the above destination
on THURSDAY, the 27th instant.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 5th February, 1896. [279]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"PAOTING,"
Captain Cyle, will be despatched on MONDAY,
the 10th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th February, 1896. [291]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"MERIONETHSHIRE,"
Captain Davies, will be despatched for the above
Ports on MONDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 5th February, 1896. [1839]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUTSANG,"
Captain Geo. Payne, will be despatched as above
on MONDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th February, 1896. [269]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG
AND SOERABAYA.

THE Steamship

"SHANTUNG,"
Captain Hampton, will be despatched on
MONDAY, the 10th February.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th January, 1896. [237]

NORDEUTSCHER LLOYD.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"
Captain P. Wettli, will leave for the above Ports
on or about TUESDAY, the 11th instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 6th February, 1896. [272]

NORDEUTSCHER LLOYD.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ HEINRICH,"
Captain W. Schneider, due here with the outward
German Mail about the 10th instant, will leave
for the above place about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 6th February, 1896. [272]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Mount Lebanon ... Wednesday ... 12th Feb.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"
will be despatched hence for HONOLULU,
VICTORIA, B.C., and PORTLAND, OREGON,
KOBE and YOKOHAMA, on WEDNESDAY,
the 12th February.

Consular Invoices of Goods for United States
Ports should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to

SHEWAN & Co.,
Agents.

Hongkong, 27th January, 1896. [223]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.L. American Ship

"DANIEL BARNES,"
Arpe, Master, will leave for the above Port,
and will be despatched on or about the 13th
February.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 14th January, 1896. [1857]

FOR SAN FRANCISCO.

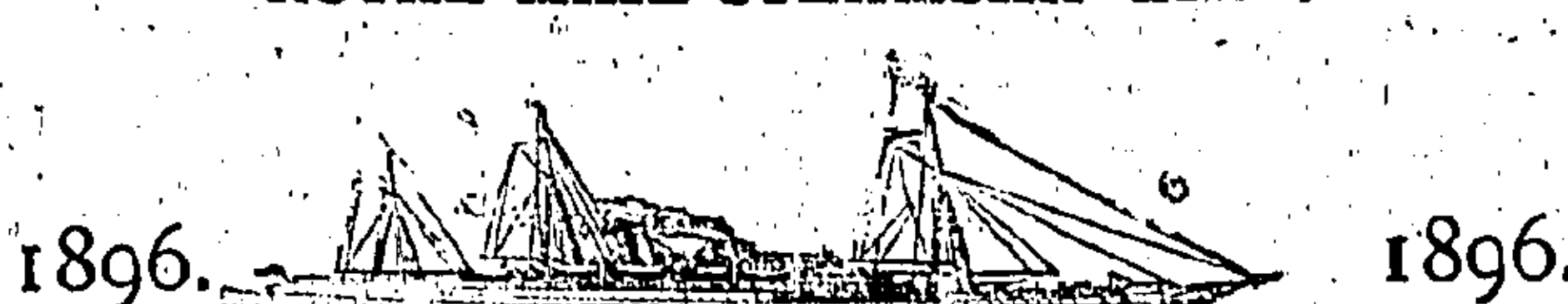
THE 100 A.L. British Ship

"BRODICK CASTLE,"
Ferguson, Master, will leave for the above
Port, and will have quick dispatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, 14th December, 1895. [1858]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th February.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 18th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, while
passengers to Great Britain and the Continent are given choice of
Governments.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 22nd January, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Cobite (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Tuesday, 2nd March, at Noon.

Galle (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Saturday, 21st March, at Noon.

Delphi (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Wednesday, 8th April, at Noon.

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA AND
YOKOHAMA, on TUESDAY, the 3rd March,
1896, at Noon. Connection being made at
Yokohama with Steamers from Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
Europe have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rate.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in the service of China, Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 3rd February, 1896. [2]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID

THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
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W. G. HUMPHREYS & Co.,
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Hongkong, 9th March, 1895. [6]

Mails.

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Rates of Passage to other Ports on application.
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ment Services.

PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ... [3,167] Monday ... 1 Feb. 10.

Hankow ... [3,594] Tuesday ... 1 Mar. 10.